

COUNTRY

CLASSIFICATION

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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

CD NO:

INFORMATION REPORT

COUNTRY East Germany

SUBJECT Fuel and Coal for Inland Vessels

DATE DISTR. 17 December 1953

NO. OF PAGES

PLACE
ACQUIRED

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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In August 1953, 4,500 tons of Diesel fuel, 800 tons of gasoline, 115,000 tons of brown coal briquets and 86,000 tons of pit coal instead of 130,000 tons of lignite briquets and 65,800 tons of pit coal previously scheduled, were planned for inland navigation, including the technical fleet and passenger vessels.

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